

## MILLERSBURG

—D. E. Clarke is able to be out after an illness of several days.

—Mrs. Hinson, of Nashville, Tenn., is a guest at the home of Rev. and Mrs. W. J. Slater.

—Mr. and Mrs. Robert Woolums, of Marion, Indiana, are guests of Mr. and Mrs. O. E. Hurst.

—Mrs. Frank Davis and little son have returned to Louisville after a visit to Peilham Jones and family.

—Mr. and Mrs. W. H. Letton, of Atlanta, Ga., are visiting the former's mother, Mrs. Jennie Letton.

—Miss Anna Smith entertained the Ladies' Aid Society of the Christian church Wednesday afternoon at her home.

—Mr. and Mrs. A. S. Venable and daughter, of Campbellsburg, Ky., are visiting Mrs. Venable's parents, Mr. and Mrs. J. A. Butler, in this city.

—David Howell, who has been attending the M. M. L., has returned to Mt. Sterling to spend his vacation with his parents, Mr. and Mrs. Oliver Howell.

—Mr. and Mrs. Moses Stewart and sister, Misses Elizabeth and Lida Stewart, have returned to their home in Louisville, after a visit to Mrs. Simpson Butler.

—Mrs. Elizabeth Cole and daughter, Frank Wright and Charles Wright, have returned to their homes in Maysville, after a visit to Mrs. C. C. Chanslor.

—Mrs. Charles Corrington and children, have returned to their home in Ravenna after a visit to the latter's parents, Mr. and Mrs. John McDaniel, in this city.

—In the game of basketball played on the local grounds, by the Millersburg Post, American Legion, and the Carlisle team, the latter team was victorious by a score of 10 to 1.

—Mr. and Mrs. W. T. Clarke and children, of Shelbyville, and Mrs. Patterson, of Birmingham, Alabama, have returned to their respective homes after a visit to Mrs. A. T. Moffett.

—Mr. and Mrs. Letton Vimont and Mr. and Mrs. J. T. Judy have returned from Indianapolis, Ind., where they visited Mr. and Mrs. A. M. Vaught and attended the automobile races.

## DEMOCRATIC PARTY HARD TO KILL

Back in 1906, when the Republicans were almost as strongly entrenched in power as they are to-day and when many people were saying that the Democratic donkey was dead for certain, John Wesley Gaines a Tennessee member of Congress, composed a parody on an old poem to fit the occasion and read it in the House. It created a good deal of fun at the time. As the situation is closely paralleled at the present time, this poem is worth reprinting. Here it is:

## WHEN THE DEMOCRACY WILL DIE

When the lions eat grass like an ox,  
And the fishworm swallows the whale;  
When the terrapins knit woolen socks,  
And the hare is outrun by the snail;  
When serpents walk upright like men  
And doodle-bugs travel like frogs;  
When the grasshopper feeds on the hen,  
And feathers are found on hogs;  
When Thomas-cats swim in the air,  
And elephants roost upon trees;  
When insects in summer are rare,  
And snuff never makes people sneeze;  
When the fish creep over dry land,  
And moles on velocipedes ride;  
When foxes lay eggs in the sand,  
And women in dress take no pride;  
When Dutchmen no longer drink beer,  
And girls get to preaching on time;  
When the billy-goat butts from the rear,  
And treason no longer is crime;  
When the humming-bird brays like an ass,  
And hamburger smells like cologne;  
When plowshares are made out of glass,  
And hearts of Tennesseans are stone;  
When sense grows in Republican heads,  
And wool on the hydraulic ram;  
Then the Democratic party will be dead,  
And this country not worth a —

## HOW GOOD ROADS HELP

Good roads mean better country schools. They mean lower prices to the city man for country products. They mean a vastly improved social life to the farmer, his family and his employees.

They mean a general improvement in farm life both as the lightening of labor and the enjoyment of the better things of life, because they will be so much more easily attainable.

It is estimated that more than a billion dollars have been appropriated for good roads programs. The national, State and city governments, as well as township sections, are going ahead with it. Something like \$500,000,000 will be available this coming season.

The cost of labor, material and the ability of transportation systems to make good will figure in the ultimate outcome, but the movement for good roads has a momentum that only completion of the country over will stop.

The owners of 7,600,000 passenger cars, of 900,000 motor trucks, of whom the owners of 2,500,000 cars and trucks are farmers, know that in this day and age the mud road is not for them.

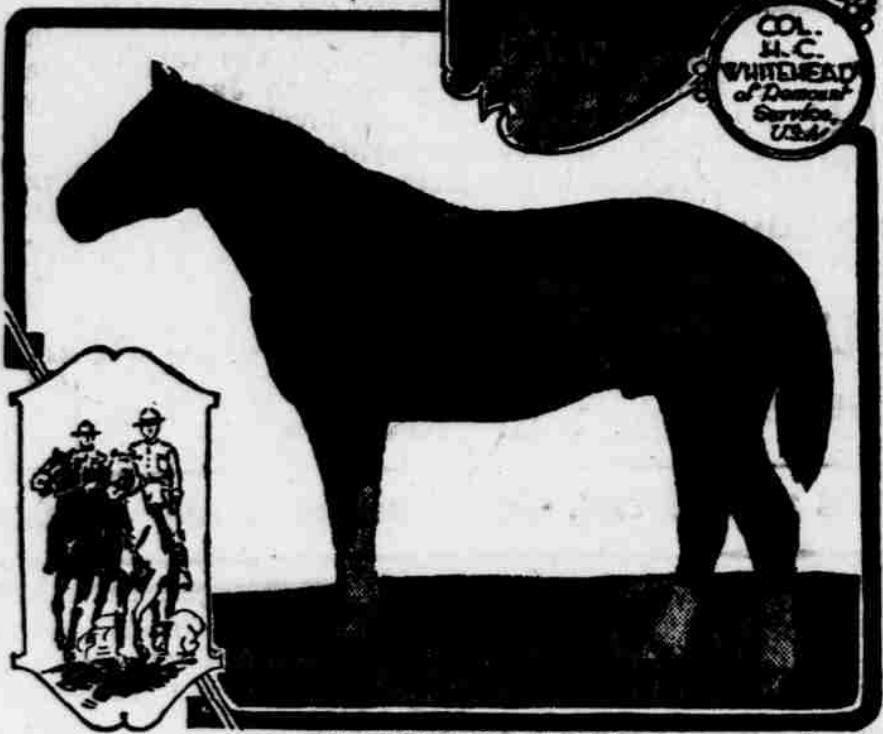
## We All Know That.

"That old motto 'Business before pleasure,'" said Ted Tunkins, "means nothing more than in this world you can't enjoy yourself unless you've got the price."

## An Interview With Col. H. C. Whitehead, Remount Service, U. S. A.

"Despite our present-day motor-driven vehicles and trench warfare, the ratio of horses to men for the Allies was as one to four against one horse to each 5% man during our own Civil War. And had the former conflict lasted a few weeks longer, the shortage of horses would have been woefully acute. The broad plans of the American Remount Association for selective breeding are, therefore, an important link in our chain of national defense."

The above is a statement by Col. H. C. Whitehead, of the U. S. Remount Purchasing and Breeding Service.



Seen at his headquarters in Lexington, Colonel Whitehead vouchsafed other highly enlightening information, not only about the breeding work in progress, but also of the utility of the thoroughbred horse; the intimate relation between racing and the maintenance and improvement of the standard of blood lines and the importance of the thoroughbred to the State of Kentucky in particular.

"The immediate concern of the American Remount Association," he said, "is to save riding and driving horses and the high-class race horse from extinction. We want to produce a truly American type of cavalry horse—a horse with breeding and quality, as well as bone and substance—a weight-carrier and the best general purpose horse known—a horse that will weigh from 1,000 to 1,250 pounds, standing from 15 hands, 1 inch, to 16 hands, tight made, with good gait and action—a walk, trot, gallop horse that can carry weight and follow the hounds across country—that the family can drive to church, and also one that can hold his own at hard work on the farm—a horse that can be used to advantage and economically any and everywhere, except in heavy draft."

"This type of horse has splendid looks, quality, action, and vigor—a wonderful all-purpose horse for the farmer and one that can be kept at a minimum cost."

"Almost every commercial and military use will be met by the progeny of this breeding plan, dependent primarily upon the size, quality and blood lines of the mares used in breeding."

"Among the stallions to be placed throughout the United States this spring will be over one hundred head of high-class registered thoroughbreds—big horses, with plenty of body, bone and substance. These stallions, placed in the stud through Government agencies, will be available to farmers and breeders at a minimum fee. The Government does not expect to make money, but to make it possible and feasible for the farmer and breeder to get the service of a high-class, approved stallion for their good horses; the object being to produce animals of real value and use that will earn their keep—bring a handsome profit when mature. We expect the progeny at maturity to make general-purpose horses—cavalry horses, riding and driving horses, show horses, hunters, race horses, polo ponies, depending

largely upon the mares selected for breeding and the care selected in rearing colts. They will belong to the breeder—the Government will have no strings on them. The owner will be privileged to sell them to whomever he pleases at any time. They will be horses admirably adapted to work in both peace and war times."

"But the Government will depend upon them for its supply; and the importance of the horse to the modern army is to be fully realized by the comparison of figures already cited pertaining to the use of the horse in the last great war with those of his use during the Civil War."

"As regards thoroughbred horses racing, every practical horseman knows that it is, first and foremost, vitally necessary in order to test the quality of individual horses—it is the final acid test that goes to measure their value for breeding purposes, and is thus decisively instrumental in the work of preserving and improving the thoroughbred horse as the race upon which depends the preservation and improvement of all our other kinds of horses and mule mares."

"Meanwhile, the evolution of thoroughbred horse racing has given the world a great out-of-door sport—one that the world truly enjoys, if the attendance at our metropolitan race courses may be taken as evidence of popularity, and which, wherever properly conducted, is assuredly healthful and innocuous, insofar, at least, as concerns its effects on the great majority of normal-minded citizens."

"The State of Kentucky is immensely the richer for her industry of breeding thoroughbred horses and its concomitant seasons of racing. Millions and millions of dollars are invested in property throughout the state as a result—nor is this taxable wealth confined to the holdings of millionaire enthusiasts whose establishments are located in the Bluegrass District, by any means."

"Many a Kentucky farmer is also a breeder of the thoroughbred—and often the male of a colt or filly nets him more than the products of a season's work on the farm."

"Undoubtedly the sport of racing thoroughbred horses is a tremendous business asset to the state. Facts such as, I daresay, the Kentucky Jockey Club readily can adduce in this connection very well might astound Kentuckians who have never considered the subject in its substantial and material aspects."

## ANSWERS FOR MR. EDISON

(Cynthiana Democrat)

Why all this ado about Mr. Edison's test questions for college graduates? The answers are easy. For instance, "Where does shellac come from?" From the paint store. "Where do we get prunes?" At the soda fountain. "In what city are hats made?" Hat-tiesburg, Miss. What is the capital of Pennsylvania? Boies Penrose. "Where do we get wool from?" The wool gatherers. "What is difference between anthracite and bituminous coal?" \$6 a ton. "Where do we get dates?" From the chickens. "Of what kind of wood are axe-handles made?" Axle-trees. Doesn't look like anybody should fail on those questions.

## Especially if He's Fat.

"People are not apt to envy those beneath them," remarks a writer. But how about the man in the upper berth of a Pullman?—Boston Transcript.

## Tribute to Good Heart.

A good heart is the sun and moon, or, rather, the sun and not the moon; for it shines bright and never changes, but keeps its course truly.—Shakespeare.

## QUIT TOBACCO

So Easy To Drop Cigarette, Cigar or Chewing Habit.

No-To-Bac has helped thousands to break the costly, nerve-shattering tobacco habit. Whenever you have a longing for a smoke or chew, just place a harmless No-To-Bac tablet in your mouth instead. All desire stops. Shortly the habit is completely broken, and you are better off mentally, physically, financially. It's so easy, so simple. Get a box of No-To-Bac and if it doesn't release you from all craving for tobacco in any form, your druggist will refund your money without question. (adv)

## Why Ball "Bounces."

A ball bounces because it possesses a quality known as elasticity. When a ball is thrown against the floor the ball becomes flat where it strikes the floor; because of its elasticity the ball immediately returns to its natural shape and in doing so forces itself back into the air—and that's the "bounce." A baseball flies away from the bat for the same reason.



BUICK



Present lines of new Buick six-cylinder models will be carried thru the 1922 season.

Beginning June 1st the new series and prices will be as follows, f. o. b. factories, Flint, Michigan.

	Old Prices	New Prices
Model 22-44 Three Passenger Roadster,	\$1795	\$1495
Model 22-45 Five Passenger Touring,	\$1795	\$1525
Model 22-46 Three Passenger Coupe,	\$2585	\$2135
Model 22-47 Five Passenger Sedan,	\$2895	\$2435
Model 22-48 Four Passenger Coupe,	\$2985	\$2325
Model 22-49 Seven Passenger Touring,	\$2065	\$1735
Model 22-50 Seven Passenger Sedan,	\$3295	\$2635

BUICK MOTOR COMPANY, FLINT, MICH.

Pioneer Builders of Valve-in-Head Motor Cars

Branches in all Principal Cities—Dealers Everywhere

## C. S. BALL GARAGE

Fourth and Pleasant Streets

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

## KENTUCKY TAX LAWS

There seems to be a peculiar misunderstanding in regard to the tax laws in Kentucky and it is a serious mistake to attribute the recent increases in assessments to the Classified Tax Law voted for by the people in 1913 and 1915 and adopted by the Legislature in 1917 and now in operation.

Assessments are made under Section 172 of the Constitution of 1891 which provides that "all property shall be uniformly assessed at the fair cash value" and the recent increases merely show that the taxing authorities seem to be making an attempt to enforce this unamended fundamental law.

The complete failure of the old law caused the people by their votes and the Legislature by its acts to substitute the more modern Classification law under the belief that other property could be induced to contribute in taxes and relieve the burden which had been carried almost entirely by real estate and this has come to pass.

Under the old law real estate paid about four-fifths of the taxes but now pays but little over one-half. Of the two millions increase in State revenue real estate was called upon for only about ten per cent. and other classified property contributed about ninety per cent. Of the increase in assessed values for the current year, of about eighty millions, land improvements will have only sixteen thousand dollars additional taxes to pay, while other property will have to pay three hundred and eight thousand dollars. There is conclusively no shifting of the burden from personal property to real estate, as has been charged, according to these figures published by the State Tax Commission.

In the realized expectation that personal property would contribute more liberally under classification the State tax rate was reduced from 55 to 40 cents and had this reduction not been made, real estate would be paying a million and a half dollars more than the current tax bills, on this class of property, now call for.

These are some of the benefits of classification and a revision to the old system, of so-called uniform taxation, would only result in a renewal of the practices of evasion by the owners of movable property and real estate would have to make up the past.

The government must be sustained and principally by taxes on property. The more property that pays the less taxes there will be on all and it would be suicidal to drive away the vast amount of personal property now contributing.

It is stated that there is a billion and a half dollars, in value, of untaxed wealth in Kentucky and when all of the property in the State is subjected to fair taxation the rates should be lower and taxes a matter of little concern.

## Is Your Meal-time Drink Your Friend?



A good many people who like tea or coffee find that tea and coffee don't like them.

Nervousness, sleeplessness or disturbed digestion is proof.

## POSTUM CEREAL

furnishes a satisfying cup—without irritating nerves or digestion. Thousands who have made the change keep on with Postum because it's better for them.

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